

----- Commuter Rail (Metra)

Existing Major Roads

— Limited Access Road

— Primary Road

— Secondary Road

County Boundary

Population Impacts

Reduction 1,000 +

Reduction 200 - 1,000

Reduction 40 - 200

No Change +/- 40

Increase 40 - 200

Increase 200 - 1,000

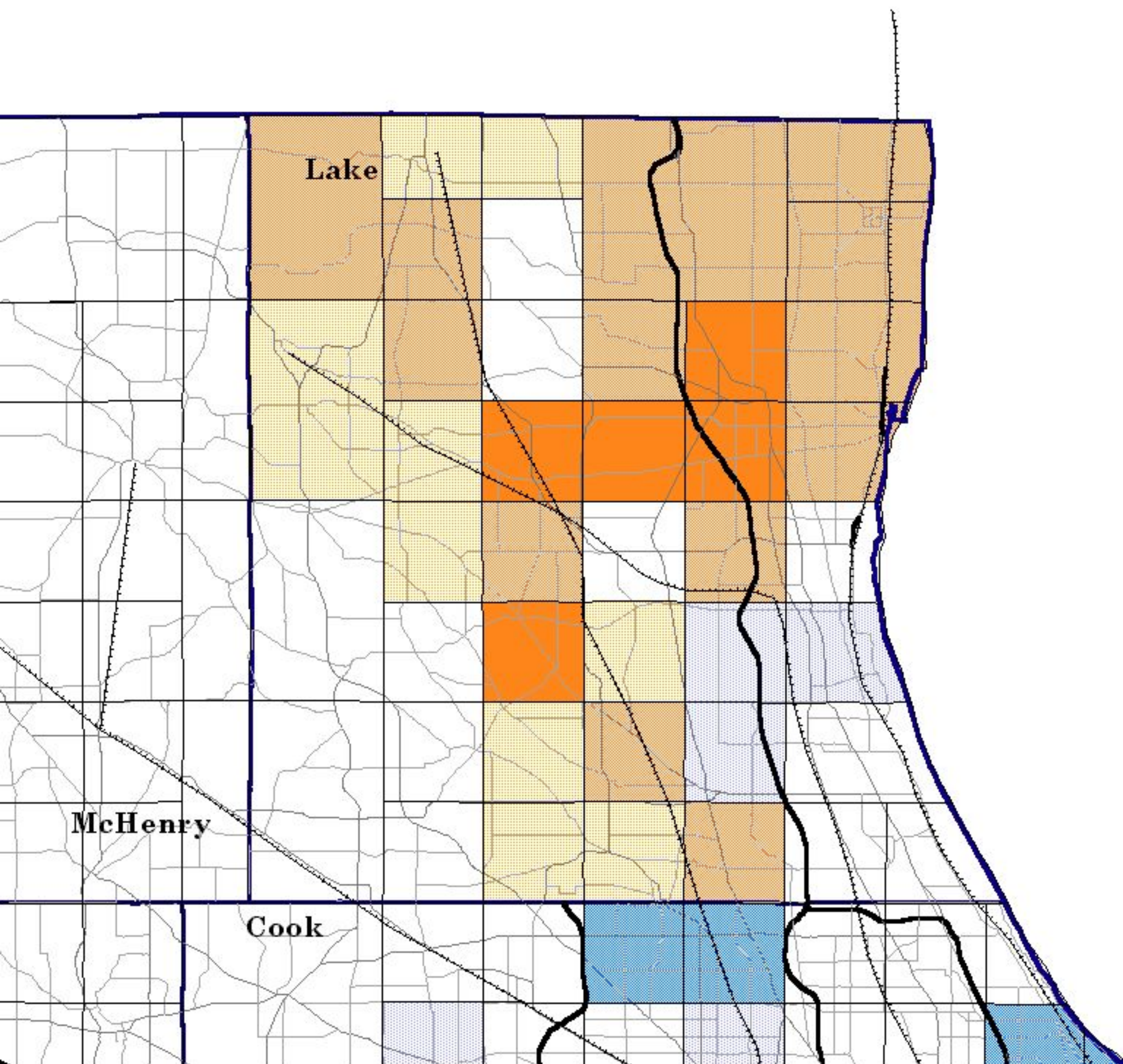
Increase 1,000 +

Exhibit 21

Population Impacts of IL-53 Extension Alternative

Prepared by
ACG: The al Chalabi Group, Ltd.
August 2001

6 0 6 12 Miles



----- Commuter Rail (Metra)
 Existing Major Roads
 — Limited Access Road
 — Primary Road
 — Secondary Road
 — County Boundary

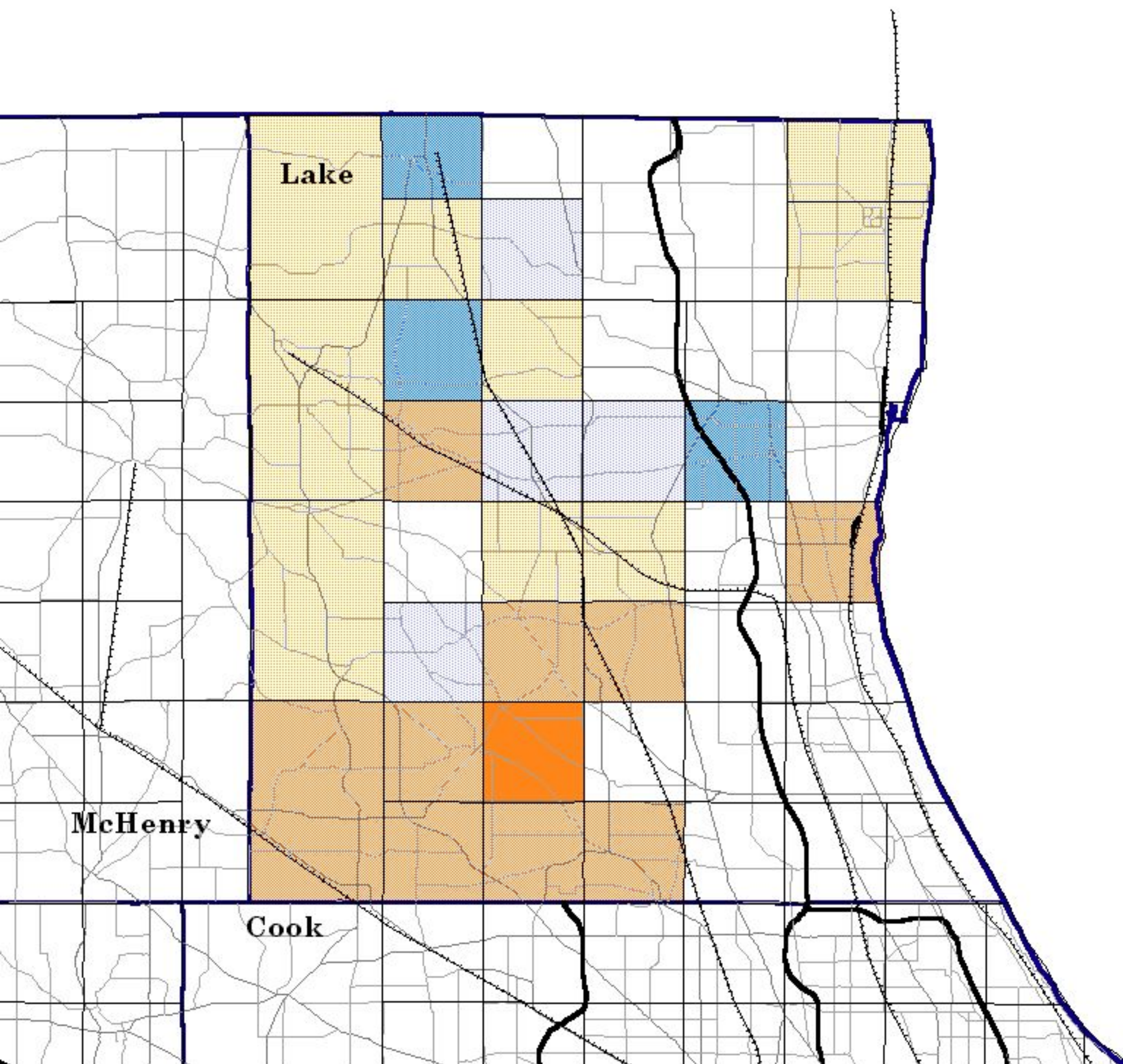
Population Impacts
 Reduction 1,000 +
 Reduction 200 - 1,000
 Reduction 40 - 200
 No Change +/- 40
 Increase 40 - 200
 Increase 200 - 1,000
 Increase 1,000 +

Exhibit 22

Population Impacts of IL-83/ US45 With US12 Alternative

Prepared by
 ACG: The al Chalabi Group, Ltd.
 August 2001

6 0 6 12 Miles



----- Commuter Rail (Metra)
 Existing Major Roads
 — Limited Access Road
 — Primary Road
 — Secondary Road
 □ County Boundary

Employment Impacts
 ■ Reduction 1,000 +
 ■ Reduction 200 - 1,000
 ■ Reduction 40 - 200
 ■ No Change +/- 40
 ■ Increase 40 - 200
 ■ Increase 200 - 1,000
 ■ Increase 1,000 +

Exhibit 23 Employment Impacts of IL-53 Extension Alternative

Prepared by
 ACG: The al Chalabi Group, Ltd.

August 2001

6 0 6 12 Miles

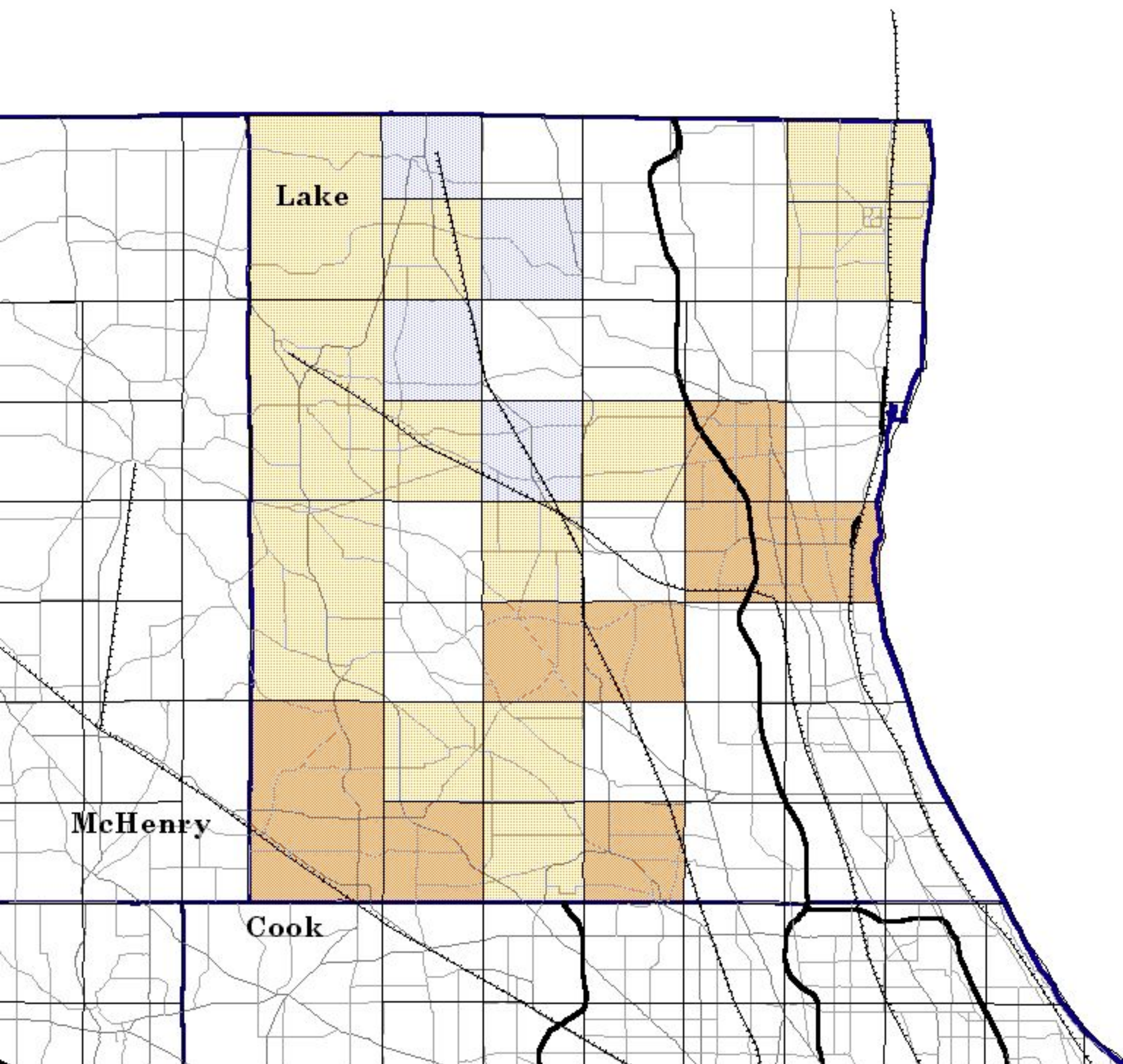


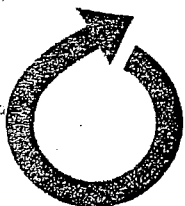
Exhibit 24

Employment Impacts of IL-83/ US45 With US12 Alternative

Prepared by
ACG: The al Chalabi Group, Ltd.
August 2001



- Commuter Rail (Metra)
- Existing Major Roads
- Limited Access Road
- Primary Road
- Secondary Road
- County Boundary
- Employment Impacts
- Reduction 1,000 +
- Reduction 200 - 1,000
- Reduction 40 - 200
- No Change +/- 40
- Increase 40 - 200
- Increase 200 - 1,000
- Increase 1,000 +



northeastern illinois planning commission

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appointment pending

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A. E. Machak

November 30, 1998

Ms. Carla Berroyer
Chief, Bureau of Planning and Programming
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Carla:

I am writing, at the direction of the Commission's Planning Committee, in response to your request for our review of population and employment forecasts to be used in the development of the Lake County Transportation Improvement Project.

Your department contracted with The al Chalabi Group (ACG) to prepare socio-economic forecasts for use in generating transportation forecasts and evaluating transportation alternatives, including the "no action" alternative. The forecasts were to determine the impact of implementing various projects included in the 2020 Regional Transportation Plan. We understand that your direction to ACG was that those forecasts were to be based on the 2020 population, household, and employment forecasts prepared by the Commission.

Our staff conferred with ACG on the methodology used in the development of our forecasts and on that used by ACG in estimating the impact of various projects. We reviewed the results of ACG's analysis prior to their presentation to the Planning Committee. It is our staff judgement that the method ACG used to allocate the forecasts among projects is a reasonable one and that the results are consistent with the Commission's endorsed forecasts.

Sincerely,

Phillip D. Peters
Executive Director



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Wastewater Agencies

A. E. Machok

May 5, 1999

Mr. Randy Blankenhorn
Office of Planning and Programming
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Randy:

This letter is in response to your question to Max Dieber, NIPC's Director of Research Services. On the way to the endorsement of final forecasts in November 1997, the Commission generated several alternative forecasts. Two of these alternatives, produced in the spring of 1997, allowed a comparison of population and job totals with and without construction of the facilities in the 2020 Regional Transportation Plan (RTP).

The 2020 difference of 60,473 in the Lake County alternatives has been quoted by several organizations, most notably the Environmental Law and Policy Center (ELPC), as the measure of the impact of the extension of Route 53 as a highway into Lake County. The fact is this difference is the modeled cumulative impact of all the projects in the RTP, not just Route 53 and other Lake County projects but all projects across the region. Not only did the Commission's Executive Director send a letter to the press concerning this misunderstanding, staff also communicated our concern to ELPC in face-to-face conversations on at least two occasions.

If there is a need, I would welcome the opportunity to elaborate further on our concerns.

Sincerely,

John A. Swanson

Acting Executive Director